

Lipinski	Pelosi	Serrano
Loeb	Perlmutter	Sewell
Lofgren, Zoe	Peters	Sherman
Lowey	Pingree (ME)	Sires
Lujan	Polis	Smith (WA)
Lummis	Price (NC)	Speier
Lynch	Quigley	Stark
Maloney	Rangel	Stearns
Markey	Reyes	Sutton
Matsui	Richardson	Thompson (CA)
McClintock	Richmond	Thompson (MS)
McCollum	Rothman (NJ)	Tierney
McDermott	Roybal-Allard	Tonko
McGovern	Royce	Tsongas
McNerney	Ruppersberger	Van Hollen
Meeks	Rush	Velázquez
Michaud	Ryan (OH)	Visclosky
Miller (NC)	Ryan (WI)	Walsh (IL)
Miller, George	Sánchez, Linda	Walz (MN)
Moore	T.	Wasserman
Moran	Sánchez, Loretta	Schultz
Mulvaney	Sarbanes	Waters
Murphy (CT)	Schakowsky	Watt
Nadler	Schiff	Waxman
Napolitano	Schrader	Welch
Olver	Schwartz	Wilson (FL)
Pallone	Scott (VA)	Woolsey
Pascarell	Scott, David	Yarmuth
Pastor (AZ)	Sensenbrenner	

NOT VOTING—15

Akin	Kucinich	Paul
Baldwin	Lewis (CA)	Runyan
Bilirakis	Marino	Shuler
Coble	Myrick	Slaughter
Filner	Neal	Towns

□ 2207

So the bill was passed.

The result of the vote was announced as above recorded.

A motion to reconsider was laid on the table.

Stated against:

Mr. FILNER. Mr. Speaker, on rollcall 370, I was away from the Capitol due to prior commitments to my constituents. Had I been present, I would have voted "no."

PERSONAL EXPLANATION

Ms. SLAUGHTER. Mr. Speaker, I was unavoidably detained and missed rollcall vote Nos. 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, and 370. Had I been present, I would have voted "aye" on rollcall vote Nos. 360, and 369. Had I been present, I would have voted "no" on rollcall vote Nos. 358, 359, 361, 362, 363, 364, 365, 366, 367, 368, and 370.

COMMUNICATION FROM THE CLERK OF THE HOUSE

The SPEAKER pro tempore laid before the House the following communication from the Clerk of the House of Representatives:

OFFICE OF THE CLERK,
HOUSE OF REPRESENTATIVES,
Washington, DC, June 7, 2012.

Hon. JOHN A. BOEHNER,
The Speaker, U.S. Capitol, House of Representatives, Washington, DC.

DEAR MR. SPEAKER: Pursuant to the permissions granted in Clause 2(h) of Rule II of the Rules of the U.S. House of Representatives, the Clerk received the following message from the Secretary of the Senate on June 7, 2012 at 6:08 p.m.:

That the Senate passed S. 3261.

That the Senate passed without amendment H.R. 5883.

That the Senate passed without amendment H.R. 5890.

With best wishes, I am

Sincerely,

KAREN L. HAAS.

□ 2210

MOTION TO INSTRUCT CONFEREES ON H.R. 4348, SURFACE TRANSPORTATION EXTENSION ACT OF 2012, PART II

Mr. BROUN of Georgia. Mr. Speaker, I have a motion at the desk.

The SPEAKER pro tempore. The Clerk will report the motion.

The Clerk read as follows:

Mr. Broun of Georgia moves that the managers on the part of the House at the conference on the disagreeing votes of the two Houses on the Senate amendment to the bill H.R. 4348 be instructed to insist on provisions that limit funding out of the Highway Trust Fund (including the Mass Transit Account) for Federal-aid highway and transit programs to amounts that do not exceed \$37,500,000,000 for fiscal year 2013.

The SPEAKER pro tempore. Pursuant to clause 7 of rule XXII, the gentleman from Georgia (Mr. BROUN) and the gentleman from Oregon (Mr. DEFAZIO) each will control 30 minutes.

The Chair recognizes the gentleman from Georgia.

Mr. BROUN of Georgia. Mr. Speaker, I yield myself such time as I may consume.

Mr. Speaker, we all know that our country is facing an unprecedented fiscal emergency. We're broke as a Nation. While a number of us believe that the Federal Government's spending must be limited from the very start, it's clear to most of us here that any spending that we do must be offset. We cannot continue to build debt for our children and our grandchildren.

In most cases, when we wish to increase spending, we are presented with a very difficult choice: whether to increase taxes, as some would have us to do, or reduce spending in other areas of the Federal Government. But the case before us today, the Federal highway system, is different from most Federal programs.

Much of the spending in the underlying bill is filtered through the highway trust fund, which was built on a unique principle of "user pays." Unlike most government programs which rely on general tax revenues, the programs which provide for new roads and highway improvements are paid for by highway users through the 18.4 cents per gallon gas tax. It isn't a perfect system, but it was created with a built-in accountability measure in mind: that the highway trust fund may only give out in obligations the amount in which it takes in through gas tax revenues.

Until recently, this principle worked relatively well. But increasing construction costs, stricter federally mandated fuel efficiency standards, and a reluctance to increase the gas tax—especially during an economic downturn—have led to a decrease in the highway trust fund's purchasing power.

None of these problems should have been a surprise to Congress, Mr. Speaker, as many of them were direct results of actions taken by this body. Nevertheless, these obstacles should have led

us to some sort of congressional action in order to keep the highway trust fund—and the Federal highway programs as a whole—solvent.

So what did Congress do? Did we increase the gas tax? Did we reverse the fuel efficiency standards? Did we reorganize any of the programs or do anything to encourage the production of cheaper fuel here in the U.S.? No, absolutely not. When faced with the threat of bankrupting the highway trust fund in 2005, Congress did nothing to rein in spending or increase revenues. Instead, Congress passed the SAFETEA-LU law, which was the biggest, most expensive transportation authorization in history. Not surprisingly, by 2009, the highway trust fund was broke. Since then, we've passed three separate bailouts of the highway trust fund totaling nearly \$30 billion.

Mr. Speaker, I fear that the bill which is currently in conference will only lead to more of the same of that deficit spending. My fear is supported by numbers from the Congressional Budget Office which show that for each of the next 2 years, there is a projected \$8 to \$9 billion gap between the likely revenues and the expected outlays within the highway trust fund.

It is important to note, however, that these estimates are developed using current budgetary conditions. This means that changes could be made during the conference which would prevent this shortfall from happening again.

One approach which has been embraced by many Members is to tie U.S. energy production to highway financing. On its face, this approach looks like a win-win solution to both drive down gas prices and allow for increased investment in transportation infrastructure.

While I support language to authorize the Keystone pipeline and other domestic energy projects, I must caution my colleagues about combining such initiatives to pay for a transportation authorization. There are many regulatory hurdles that these projects must cross, as well as litigation, before they come to fruition. I don't agree with these burdens, but they are a reality. Even in the best case scenario, it will be years before we see any profits from Keystone or any energy development that many of us would like to see us undertake.

Indeed, using potential energy production to pay for other priorities is not new in this body. In fact, the House has voted to allow development of the resources in the Arctic National Wildlife Refuge more than 10 times since 1995. But as many of us know, policies that are passed here in the House, or even in both bodies, do not always take effect as intended.

While I agree that our Nation's infrastructure needs significant help, we simply cannot allow ourselves to spend billions of dollars that we simply don't have based on the promise of potential,